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THE "GLOWWORM" IN DOVER HARBOUR. MAY. 31ST 1876.

NOVA ZEMBLA

(1596-1597).

THE BARENTS RELICS:

RECOVERED IN THE SUMMER OF 1876

BY CHARLES L. W. GARDINER, Esq.

AND PRESENTED TO THE DUTCH GOVERNMENT.

Described and Explained

BY

J. K. J. DE JONGE,

DEPUTY ROYAL ARCHIVIST, AT THE HAGUE.

PUBLISHED BY COMMAND OF

His Excellency W. F. VAN ERP TAALMAN KIP, Minister of Marine.

Translated, with a Preface,

BY

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SAMUEL RICHARD VAN CAMPEN,

CORRESPONDING MEMBER OF THE DUTCH GEOGRAPHICAL SOCIETY.

With a Map, Illustrations, and a Fac-simile of the "Scroll."

LONDON:

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PREFACE BY THE TRANSLATOR.

A SMALL edition of the following report having been brought out at the instance of Mr. Charles L. W. Gardiner for private circulation, that gentleman has further shown the generous spirit originally exhibited by him in the bestowment of the relics of his finding upon the Dutch nation, by heartily seconding the suggestion for a public edition of the *brochure* while the matter is still in type. Accordingly, the supplying of a preface for the same has not been deemed out of place, especially as the relics of the Dutch navigators, now fully restored to the fatherland of Barents, are covered not by one, but by two reports of this kind.

The first report of Mr. De Jonge, made to the Dutch Minister of Foreign Affairs in 1872, two editions of which have appeared in Holland, has been in part incorporated in Lieutenant Beynen's introduction to the new edition of De Veer's "Voyages of Barents," recently published by the Hakluyt Society, and consequently will not be wholly unknown to a few privileged English readers.

This report covers the first discoveries of the Barents relics made in 1871 by Captain Elling Carlsen, who was the first known navigator to enter Ice Haven since Barents and his companions entered it in 1596, and there constructed the rude hut which has, after so long a time, at length yielded up these interesting objects so prized by Holland. It may, therefore, be well to note, at least, for the benefit of such as have not seen this report, the more important features in Carlsen's voyage, while also sketching the singularly fortunate cruise of Mr. Gardiner.

Captain Carlsen, with his sloop, "The Solid," put out of the harbour of Hammerfest on the 22d of May 1871, reaching the ice-harbour of Barents not before September 7th, his chief discoveries of the relics having been made on the 9th and 14th of the latter month.

To go back, however, and briefly note his somewhat erratic progress to this point, which had thus occupied nearly four months' time, it may be observed, that while Carlsen had not escaped the obstacles peculiar to Arctic navigation, the season of 1871 was no less remarkable for its openness than for the number of Norwegian fishermen who, as if by intuitive weather-wisdom, availed themselves of it for pushing their crafts far to the northward in the Novaya Zemlya seas—as, for instance, Captains Mack, Johannesen, Tobiesen, Isaksen, and

Dörma; not to speak of the first scientific expedition of Payer and Weyprecht in this very year, nor of the similar one of Rosenthal to the region about Lower Novaya Zemlya. But Captain Carlsen, by the fact of his discoveries, contrived to make his fishing cruise outrank them all; and to its success, no doubt, the favourable season greatly contributed.

Passing Vardo on the 28th of May, Carlsen on the 10th June, in lat. 68° N. and long. 40° 36′ E., encountered the first ice. On June 16th he met two other ships which had respectively killed five hundred and a thousand seals. On the 19th of July he reached the south-west coast of Novaya Zemlya. From here, shaping his course northward, Carlsen passed Cape Nassau, rounded the northern extremity of Novaya Zemlya, and anchored on the 18th of August at Cape Hooft, on the east coast. On the 24th of August he had advanced southerly to about 76° N. lat., espying much ice; and on the 29th of August again steered north, and once more anchored off the Hooft promontory.

To the north of Matotschkin Strait he fell in with Captain Mack, who was supplied with superior instruments to his own, furnished by the Meteorological Institution at Christiania, by means of which they together were enabled to settle the true position of the north-

east point of Novaya Zemlya, and thus to correct a long-existing error in the charts. Carlsen parted with Mack on September 3d in a thick fog, and after the discovery of the relics (to finish the outline of this voyage), he completed the circuit of Novaya Zemlya, sailing through Burrough's or Kara Straits, and reaching Hammerfest with his treasure-store on November 4th.

The voyage of Carlsen was especially noteworthy for two things—(1) Because of his discovery of the first of the Barents relics; and (2) from the fact of his having, by means of very accurate observations, determined the true position of the north-eastern extremity of Novaya Zemlya—a matter of no little geographical significance.

As to the latter point, he found Novaya Zemlya extending much less to the eastward, and somewhat more to the northward, than had for a long time been represented as the case; his and Mack's observations showing the north-east point to extend upward between 66° 30′ and 69° E. long., instead of lying in 76°, as was laid down in the latest charts. The map of this portion of Novaya Zemlya by Carlsen practically agrees with that published by Gerrit de Veer, the annalist of the voyages made by Barents, and we show this feature in outline in the map accompanying this translation.

This discovery, therefore, must indeed have been only

proportionately less gratifying to the Netherlanders than the one which restored to them the first relics of the long untenanted "*Behouden-huis*" (house of safety), since it was but a confirmation of the accuracy of the observations of the old Dutch navigators, thus giving back to them, as has been justly said, "the reputation of which they had been so long defrauded."

As regards the relics themselves, Captain Carlsen's discoveries were more incidental than those of Mr. Gardiner. Intent upon his object of circumnavigating Novaya Zemlya, and prompted to particular activity by the lateness of the season, Carlsen essayed to proceed on his voyage immediately after the first visit on the 9th September to the ruins of the winter-house. He was, however, repeatedly forced by the presence of ice to return and anchor. This resulted in two more visits being made to the shore, on each of which occasions additional objects were brought to light.

The objects recovered by Captain Carlsen amounted to nearly eighty different articles or kinds of articles. These have all been described by Mr. De Jonge in his first report, in the same careful manner as those of Mr. Gardiner's finding in the present instance. They included utensils, stores, and even articles of merchandise; for, be it remembered, the voyage was undertaken with a view to reaching China. And though, as relics of the

Dutch navigators, they were all of real interest, still some were especially interesting, and worthy even of mention here. Such, for instance, as the antique Dutch clock which had been fastened to the wall; literary relics, as "The Chronicles of Holland, Zealand, and Friesland to the Year 1517" (imprint 1585); a translation of the work of Medina on seamanship (edition of 1580); a translation in Dutch of Mendoza's "China;" a flute, which still gives out a few notes when tried; and last, but not least certainly in point of antiquarian interest, a quaintly curious copper dial to work on an astrolabe, an invention—probably the only example extant—of Plancius, which Mr. De Jonge believes to be an instrument for determining the variations of the compass.

Let us here give an extract or two from Carlsen's own account of his discoveries. Under date of Saturday, September 9th, his log says:—

"At noon we observed the latitude 76° 12′,* the distance from the shore guessed. The house on shore was 16′ metres long by 10 metres broad, and the fir-wood planks of which it was composed were 1½ inches thick by from 14 to 16 inches broad, and, as far as we could make out, they were nailed together. The first things we saw amongst the ruins of the house were two ship's cooking pans of copper, a crowbar or bar of iron, a gun barrel, an alarum, a clock, a chest, in which was found several files and other instruments, many engravings, a flute, and also a few articles of dress. There were also two other chests, but they were empty, only filled up with ice, and there was an iron frame over the fireplace with shifting bar."

* Mr. Gardiner makes the latitude 76° 18′ N.

Another visit on the 12th to the shore yielded "several things—viz., candlesticks, tankards, with lid of zinc, a sword, a halberd-head, two books, several navigation instruments, an iron chest already quite rusted;" and respecting the occasion of the final visit, on the 14th the log continues:—

"Four o'clock in the morning we went on shore further to investigate the wintering-place. On digging we found several objects, such as drumsticks, a hilt of a sword, and spears. Altogether it seemed that the people had been equipped in a warlike manner, but nothing was found which could indicate the presence of human remains. On the beach we found pieces of wood which had formerly belonged to some part of a ship, for which reason I believe that a vessel has been wrecked there, the crew of which built the house with the materials of the wreck, and afterwards betook themselves to the boats. Five sailors' trunks were still in the house, which might also have been used as five berths, at least so far as we could make out. We now set to work to build a cairn, and erected a wooden pole twenty feet high. We placed in the cairn a description of what we had found, shut up in a double tin-case, after which we returned on board, and went under sail."

The Norwegian captain evidently was not aware that he had visited a place of such historic interest for a neighbouring nation, nor that the fruits of his discoveries would be so anxiously sought after as they finally were. Fully three months, however, elapsed before the news even of his visit to the winter quarters of Barents spread to Holland. But as soon as it was known there, and known that it had been so productive, a universal inte-

rest was awakened in the country regarding the relics, and immediately measures were taken for securing the possession of them by the Netherlands Government.

A correspondence with Mr. G. Kientz, Netherlands consul at Christiania, elicited the information that they had been bought by Mr. Ellis C. Lister Kay, who had been travelling as an English tourist on his way to Lapland, and chanced to be at Hammerfest at the time of Carlsen's return. Accordingly Governmental efforts were now directed towards England, whither the relics had been brought. To his Excellency Count van Bylandt, the Netherlands Minister in London—who has shared all his country's satisfaction at the generous gift of Mr. Gardiner, which restores to the nation the whole of these relics—was confided by the Dutch Minister of Foreign Affairs the half-patriotic, half-commercial negotiation. Count van Bylandt quickly came to an understanding with Mr. Kay to turn the objects over to the Dutch Government; and the courteous spirit which controlled the action of Mr. Kay in the matter is shown by his having accepted no more than the amount he had originally given for them.

Restored thus to Holland, the relics were afterwards deposited in the model-room of the Naval Department at the Hague, where was constructed for their reception a model-house, having an open front, in exact imitation

of the original in Novaya Zemlya, as described in the engraving of Levinus Hulsius given by De Veer. Here they repose by the side of a number of other ancient objects, which also touchingly remind the beholder of revered names or brilliant deeds in the patriotic annals of the Netherlands.

To this collection the objects comprising the gift of Mr. Gardiner have now been added, constituting altogether a kind of Barents Museum; and as Mr. Gardiner himself well says in a note to the writer: "Where a more proper or fitting resting-place for the relics of Barents than in the country of his birth, or what more natural than the wish that they should find a final haven of rest in the land of that bold and enterprising explorer and navigator?"

Thus have we sketched the story of the discovery—more particularly of the first portion—of these priceless relics, which for nearly three centuries have lain hidden in frost-bound Novaya Zemlya, guarded as it were alone by bears and foxes. And thus at length restored to the native land of Barents and Heemskerck, they will ever point to one of the noblest undertakings even of Holland's age of glory, and serve at once as a monument to human daring for the advancement of civilisation, and a proof of the veneration in which a grateful country holds the deeds of its heroic sons.

It may here be noted, that on the 17th of August 1875, another Norwegian captain, M. Gundersen, commander of the schooner "Regina," visited the ice-harbour of Barents the next after Carlsen. In a chest, the upper part of which was quite mouldered away, he found an old journal, two charts, and a grapnel with four flukes, three of which seemed to have been purposely broken off. The charts, pasted upon sailcloth, are much injured. The words "Germania inferior" may be read on them. The journal has proved to be a manuscript Dutch translation of the narrative of the English expedition of Pet and Jackman (1580) given in Hakluyt.

Coming to the voyage of Mr. Gardiner, at which Mr. De Jonge has glanced so far as was needful for its bearings upon the report to which its splendid results gave rise, it is entitled to a brief description here as a voyage not unworthy to take its place beside those of such enterprising yachtsmen as Lamont, such adventurous captains as Wiggins, and perhaps even of such scientific explorers as Nordenskiöld, all of whom have very recently visited the Kara Sea and other waters in this region.

Again, as the year 1871, which witnessed Carlsen's lucky voyage, was memorable in Norwegian Arctic annals, so that of 1876, which saw the return, after

an all too short but fruitful voyage, of the "Alert" and "Discovery" expedition from Smith Sound, and witnessed the successful cruise of the "Glowworm" to Ice Haven, is fairly entitled to a signal place in the history of English Arctic enterprise; though it may be remarked that Mr. Gardiner claims no such honour for his voyage, and even feels that it has already been overrated. Modestly conceived enterprises, however, are not seldom the most brilliant in results; and it is because of its results that the voyage of the "Glowworm" will not soon be forgotten.

Mr. Gardiner with his yacht the "Glowworm," 305 tons, left Hammerfest on the 23d June 1876, steaming through Mageröe Sund, next to the mainland of Norway, the same day, thus avoiding rounding the North Cape. On the 24th he anchored in Kiolle Fiord, Nord Kyn, where he remained wind-bound until the 29th, on which day he started for Novaya Zemlya, shaping his course for Goose Land.

He made his first ice July 4th, in latitude 71° 28′ N., longitude 51° E., some twenty-five miles to the westward of Goose Land, thence running down to Meshduscharrski Island. This island Mr. Gardiner reached on the 5th of July, and here anchored for the first time since leaving Norway. However, very soon returning northward, he reached the "land-water" with difficulty on the 6th, a

little above the point of his first approach to the coast.

But the advance of the "Glowworm" up the west coast of Novaya Zemlya, as far as she was at all enabled to proceed, was one continual battle with the ice, and almost a fortnight was used up in getting only a little higher north than Matotschkin Shar. Every effort was made to reach Cape Nassau, which Mr. Gardiner was most anxious to attain, if possible, this locality being regarded superior to all other places in Novaya Zemlya for bears, walrus, and seals. Not less was it his desire to have visited the Austro-Hungarian depôt formed in August 1872 on the Barents Islands. Yet, had he been able to carry out this plan, it is doubtful if he would have attempted rounding Novaya Zemlya so early in the season, though successful runs of the bold Norwegian walrus-hunters at almost all seasons round the Great Ice Cape prove that this is by no means so difficult a task as some imagine it to be.

As it was, however, Mr. Gardiner found his way completely blocked off Torre Nos, July 19th, the ice being too closely packed at this date to admit of his further advance. The continued prevalence of westerly winds, moreover, seemed to render the prospect in this direction hopeless. He now decided to force his way into Matotschkin Shar, and so reach the east coast and

the Kara Sea, and accordingly the prow of the "Glow-worm" was turned southward.

The obstacles here were also formidable enough. But though an ice barrier two miles broad obstructed the entrance, on getting through this, Mr. Gardiner, to his infinite surprise, found the passage clear, reaching on the 20th the open water of the Straits. It is worthy of note that Professor Nordenskiöld utilized the same passage in his outward journey to the Yenisei in this same month, and also on his return voyage two months later; the latter fact proving that this year the straits were clear during fully their average time, which Dr. Petermann has estimated at fifty days out of the three hundred and sixty-five. We may also add that Mr. Lamont, in 1869, considered himself fortunate in making the passage as early as the 13th of July, only about one week earlier than his brother yachtsman, Mr. Gardiner.

And here Mr. Gardiner's observations verified the description which Mr. Lamont has given of the scenery through these straits, who pronounces it as surpassing in grandeur anything he ever beheld in Norway or Switzerland.[1] About half through the passage the straits narrow down to half-a-mile or less in width, with steep precipitous rocks rising from 2500 to 3500 feet high on either side above the water's edge. These cleft moun-

[1] Yachting in the Arctic Seas, p. 168.

tains, as they may be termed, present a most majestic appearance as they tower above the masts of the vessel, seeming so insignificant beneath their threatening overhanging sides; and under favourable conditions the well-known Staubach may be seen reproduced in the falling cascade which becomes dispersed before the bottom is reached. In some places, too, where the cliffs retire, beautiful green valleys open on either side to the beholder, and troops of reindeer may be seen, while the straits abound in amphibians and waterfowl.

Upwards of four days were occupied by Mr. Gardiner in the deliberate passage through the Straits. Not before 25th July did he reach the "land-water" on the east coast of Novaya Zemlya; and the "Glowworm" now shaped her course straight across the Kara Seâ for White Island. In this direction only slight progress was made, however. Shortly the little ship brought up against a solid pack, rendering impracticable any attempt to proceed further at that time. And similar to this was the experience of Nordenskiöld at this point, though Mr. Gardiner got somewhat further than he had done, who apparently only succeeded in reaching his destination by closely hugging the coast lands *en route*.

The ultimate object of this nominally sporting voyage now gave place, as it would seem, to Mr. Gardiner's

cheerfully assumed task of investigating the ruins of Barents's winter-house, and he turned the "Glowworm's" head to the north and steered for Ice Haven. The difficulties which Mr. Gardiner had now to confront were almost equal to the obstacles he had left behind, forced as he was literally to grope his way along the coast. The weather was most trying, with incessant fogs, numerous icebergs, and at intervals ice in unbroken fields, altogether rendering navigation in these little-known waters exceedingly dangerous. "But," to quote Lieutenant Beynen, "Mr. Gardiner, never yielding to all these dangers and obstacles, had the well-earned satisfaction of entering Ice Haven at eight o'clock on the morning of the 29th of July." He, however, found the ice-filled harbour very appropriately named; in reality he did not enter it, "the bay," as he himself says in the extract quoted by Mr. De Jonge, "being entirely filled up with fast ice." Accordingly he was obliged to anchor outside of it.

Omitting here any account of the interesting researches made during his four days' stay at Ice Haven—the reader having, in fact, Mr. Gardiner's own narrative in this respect in the report—his somewhat adventurous return journey may, however, be briefly sketched.

Having "dug in every nook and corner" of the memorable wintering-place, and secured the fruits of his

researches, Mr. Gardiner, on the morning of August 2d, shaped his course for the north. The same day he reached a point beyond Cape Mauritius, the farthest extremity of Novaya Zemlya. Here turning the keel of the "Glowworm" at right angles, a bold push was next made by Mr. Gardiner into the vast expanse of sea directly east; but unable to penetrate far because of an ever-present barrier of ice, he turned the stem of his gallant yacht to the south, and not till then did the homeward journey really begin.

The next day he passed, though somewhat distant seaward, the ice-harbour of Barents. Nor had he yet wholly relinquished his intention, as would appear, to visit the sporting waters about White Island, his original aim. On the 4th of August a dash was made in this direction. The ice, however, prevented his advance, and again the "Glowworm's" head was turned south, making her course, only more distant to the seaward, along the coast parallel with her upward track. On the 11th she passed the Matotschkin Shar, coming now into new waters, and on the 12th passed the entrance to Burrough's Straits.

After a vain effort to make some easting, Mr. Gardiner shaped his course for Waigats Island, where he arrived on the 13th of August. Easting was more successfully made during the next two days, when Mr. Gardiner

crossed over to the Yamel Peninsula ; but it was only accomplished by pushing his way through heavy ice. Passing the 70th parallel of latitude in the direction of Lütke Island and Kara Bay, he saw much ice, and on the 17th, while steaming along the low Siberian coast, a heavy pack was always in sight on his port beam.

Though the Kara Sea seemed to be almost impenetrable to Mr. Gardiner (which, however, Nordenskiöld, when returning from his successful expedition, crossed considerably north of White Island a month later, even dashing down to the very centre of these extensive waters), the wedge-shaped gulf in which he now found himself, if perhaps somewhat more navigable, proved to be not less dangerous.

On the 18th he was obliged by the very thick weather to drop his anchor. A severe gale blowing from the north-west brought the pack down upon the land and threatened to drive the yacht ashore. The little ship was thus placed in great peril, and steam was ordered to be kept up ready to sail at a moment's notice. Shortly after a vast floe, some 1000 yards in circumference, drifted down square upon her. This was more than the cable could withstand, and it parted with fifty fathoms. Soon the "Glowworm" found herself drawing only eight feet of water under her keel !

Mr. Gardiner, though in danger of having to undergo

a like experience to that of John Wood on the Novaya Zemlya coast just two centuries before, was, nevertheless, not only enabled to save his ship, but next day also got back his lost anchor. Nothing daunted, he on this boldly pushed further north, experiencing, however, very severe weather. A strong east gale brought down so much ice that it was impossible for the "Glowworm" to hold her ground. So, on the 21st of August, the weather continuing severe, and the season having grown somewhat late, orders were given to return without having reached White Island; though Mr. Gardiner has no doubt that by about the end of that month he might easily have come home by rounding the Ice Cape. He did not, however, care to wait till the ice had cleared away north.

Accordingly, in longitude 68° 20′ E. and latitude 72° 30′ N., the "Glowworm" began to set her face surely homeward; this time making a straight track across the south-east corner of Kara Sea, and passing through Pet's Strait on the 23d. Five days later the yacht was back in the harbour of Hammerfest, and on the 9th of October reached Southampton,—"after," as has been truly said, "a most successful and interesting cruise, the history of which adds another bright page to the glorious annals of English Arctic enterprise."

Such is a short account of the voyage of the "Glow-

worm"—such, indeed, a sketch of the two voyages to Novaya Zemlya which resulted in the recovery of the Barents relics.

Reverting to the first: Captain Carlsen quitted Ice Haven under the impression evidently that little or nothing remained for the gleaner among the ruins of the old winter-house, and the slight discoveries of Gundersen left it even more probable that practically nothing did remain. It has nevertheless proved that a really rich harvest awaited his latest successor.

We do not require here to particularise the discoveries of Mr. Gardiner, all so carefully described in the following pages. However, his were even more numerous than Carlsen's, and (we may add) Gundersen's included. Not to speak of the quill-pen which may still be written with—the pen employed, we may believe, by the dying hand of Barents—the candles which, though belonging to an age long past, can still give light, and the Amsterdam flag, the first European colour that passed a winter in the Arctic, and doubtless deemed by the Dutch capital the brightest jewel in her commercial crown: it is impossible not to refer to the immortal "*cedelken*" or "scroll," which it was Mr. Gardiner's good fortune to bear away with him, and of which skill and patience have resolved for us nearly every word.

To secure this document were alone a prize well

worthy the quest of the English yachtsman. Indeed, if Hollanders may fairly blush that all these precious relics have been recovered by means of foreign and not Dutch enterprise, they may in this instance console themselves with the reflection that it was owing to the zealous prompting of one of their own countrymen that the voyage was made which did the final work, and, above all, which gave back to them the paper identifying for the first time the signature of Barents. Nor, we may add, could a foreigner have been found more inclined than Mr. Gardiner to perform the task with that same spirit of reverence which a Hollander would have felt in performing it, nor more willing to award honour to that early Dutch enterprise which rendered his splendid achievement possible. To the proud Dutch spirit this may well afford, too, some consolation.

Mr. De Jonge, in his first report, settled to the satisfaction of all practical minds the authenticity of the relics found, or that might be found, in the winter-house at Ice Haven. But if there could be any doubts still existing on this point, the results of Mr. Gardiner's discoveries must allay them, since the document found in the powder-horn proves conclusively, not only the genuineness of the relics, but also the faithfulness of the early narrations which told us of the deposit there of such a paper. Indeed, all of the relics bear surpris-

ing testimony to the truth of the account given in the published journal of this voyage.

Already Holland was in possession of the signature of the brave Heemskerck, but that of William Barents had, till now, been unidentified—a fact the more singular since Barents had done some work as a writer, and was also the translator of a brief treatise, originally in the Norse language, respecting Greenland.

And this brings us to a point which, in the interest of Arctic and geographical nomenclature, is perhaps one of some importance to consider. Why should not the first signature found at the foot of the "scroll" decide for ever the spelling of Barents's name? In the English certainly it should do so. Nor is there any good reason why it should not in the Dutch also, just as Heemskerck's own signature is allowed to rule in the spelling of his name, which otherwise might very well be spelt without the "c" in the last syllable.

For this latter spelling, in the case of Heemskerck's name, we would, in fact, have the authority to a great extent of past spelling, of the leading biographical dictionaries, and of numerous Dutch authors. Heemskerck was of noble descent, and had the Dutch title of nobility associated with his name in the prefix *van*, which is usually employed when his name is given in full.

Barents, too, if only an expert pilot, was certainly

far from illiterate; and though in extremely feeble health at the time of the departure, and though Heemskerck was at hand, still upon Barents devolved the responsibility of penning the "*clyne cedelken,*" the now historic paper which gives us for the first and only time his signature, and which unites the names of these two gallant men in this noble enterprise, though Heemskerck was spared to associate his with more warlike if scarcely bolder deeds. If, then, the signature which Heemskerck has left behind be allowed, as it appears to have been, to control the spelling of his name, so also the sign-manual of Barents, who indeed gave his name to the celebrated voyages in which he participated, should equally govern in his case.

Again, four-and-twenty years ago, Dr. Beke, who, in his learned introduction to Phillip's translation of De Veer, gave no little attention to the matter of nomenclature, very consistently decided upon the spelling of this name in the way we have given it, and which has now the authority of the famed navigator himself. The name has been written in various ways. Van der Aa, Mr. S. Muller, Mr. De Jonge, and some other prominent authorities, write it as Barendsz. The Dutch used, perhaps more generally, to have Barentsz, which is the spelling of De Veer and Linschoten, being the usual contraction of the full name, Barentszoon. "In Amsterdam Latin

and French versions of De Veer's work," says Dr. Beke, "the name is translated 'filius Bernardi,' and 'fils de Bernard.' Purchas and other early English writers have 'Barents' and 'Barentson,' and sometimes even 'Bernardson.' The first of these forms—namely, *Barents*—is," Dr. Beke justly adds, "most conformable to the genius of our language (in which we have Williams and Williamson, Richards and Richardson, &c.), and at the same time it accords with the Dutch, in which language this form of name is not uncommon."

The introduction into the name of the letter "d" in place of the "t," in the first instance given, certainly the more customary mode of spelling the name in Holland in the present day, would seem to have no real authority—perhaps, in fact, little more authority than the like introduction of the same letter into the name of Hooft (Hoof*d*, which latter spelling has the authority of no Dutch author, nor of Hooft himself, though it is so given by Mr. Motley). But the "scroll" may very well be allowed to settle this point.

Dr. Beke, moreover, gave us Ice Haven for the *Ijshaven* of Barents. Though this name would perhaps strictly be rendered Ice Harbour, still, as a proper name, it has long since taken its place on the map as Ice Haven, and should, we think, be left undisturbed. Assuredly, also, according to Carlsen, and indeed according to Mr. Gar-

diner, the small indentation on the coast of Novaya Zemlya at this point is more properly a haven than a harbour, as those terms are understood by us, and a "haven" it was, in the truest sense, to the Dutch sailors.[1]

There is a suggestion or two of a broader character, as applicable to Holland, naturally arising as one contemplates these evidences of past Arctic work on her part. It is indeed somewhat remarkable, when we consider the high value set by the nation upon the relics thus recovered, and the esteem in which the Dutch hold their old Arctic worthies, that the descendants of Barents and Heemskerck should have left unvisited for near three centuries this historic spot in Novaya Zemlya, not to speak of their total abandonment for so long a time of all Northern adventure. It is as if they had placed almost too implicit a reliance in their old narrator's accounts that had come down to them, to care to prove the authenticity of the voyages; or, perchance, that the story of those early Arctic voyages had imparted to Dutchmen a kind of horror of such enterprises, instead

[1] I venture to quote from a note of Mr. Gardiner: "Ice Haven is, as you say, a haven more in the sense of a resting-place from toil and danger than a harbour or place of safety for ships to anchor. The Ice Haven of Barents is certainly no place for ships to anchor in safety. It is merely an exposed bay."

of that emulatory spirit which should seemingly have been the natural outcome.

However, what is here given to the reader will show that Holland is really continuing to make history—we had almost said, in spite of herself — in connection with the memorable voyage which closed the series so famous in the annals of the Netherlands; and the story of those exploits, as well as the whole history of Dutch Northern enterprise, deserves to be better known to English readers, as indeed the writer hopes it will be in due time through his instrumentality (in the second volume of "The Dutch in the Arctic Seas"). Holland's early achievements, particularly the voyages of Barents, may fairly rank foremost in point of thrilling interest and boldness in the annals of Northern enterprise, as they were in reality the first true Arctic voyages. In fact, even after these attempts, and after the end of the sixteenth century, Arctic expeditions were for a considerable period—particularly between 1607 and 1625—matters of almost yearly occurrence from Dutch shores. And it is the opinion of a well-known Dutch geographer that to the companions of Barents on his first voyage—Linschoten and others, whose ships took a different course from Barents—we are indebted for the first, and that an admirable illustration of the navigability of the Kara Sea, and indeed for a demonstra-

tion thus early that a north-east passage to China was no idle dream.[1]

But, unfortunately for the fair fame of Holland in respect to Arctic research, and undoubtedly also for the interests of science, this early activity, so just to mention, was destined to give place to a long period of supineness and for two hundred and fifty years the Dutch have entirely withdrawn from this field.

A change for the better, however, appears now in prospect. The example of other nations, together with the much that has been written calculated to inspire Netherlanders in this direction, seems likely soon to bear fruit. Holland is being aroused to the importance of regaining her Arctic laurels. Indeed, a scheme is now on foot, and subscriptions are being received in support of it throughout the Netherlands, for despatching "a Dutch vessel with brave crew" to Novaya Zemlya for the purpose of erecting a monument to commemorate the "wintering" at Ice Haven; also generally—as, for instance, at other points on the Novaya Zemlya coast, at Spitzbergen, Bear Island, and Jan Mayen Island—to restore in like manner the Dutch Northern landmarks. To the importance alone of such a work, we indeed early drew attention in a contribution to the "Geographical Magazine" (in January

[1] A. J. Ten Brink in his "Aardrijkskundig Weekblad," No. 12.

1876), favouring a revival of Dutch Arctic exploration.

While, however, this cannot be called a large work, it is at least a very commendable one, as far as it goes, and in the interest of Holland. Let us hope that it may prove but the augury of a revival in a broader sense of Arctic research on her part;—simultaneous, too, with that revival which recent events in this domain have given rise to in America,—especially as Holland is perhaps, above all others, the one European country to which the world now naturally looks to try its hand at solving the great Arctic problem. Holland, intent on the development of her internal and colonial resources, and whose policy is ever one of peace, has not, like England, to reserve her strength for warlike contingencies. Especially, therefore, is she fitted to take up the Arctic work which England has just laid down with the transference of her hopes for an approach to the Pole to the European seas; while the touching memorials of Barents and his companions may well awaken a desire on the part of Holland to emulate her own early deeds.

We trust, then, that the movement already alluded to will not content itself until an expedition has been despatched by Holland, such only as would be worthy of the Dutch nation—viz., a thoroughly equipped Arctic

expedition, backed by Government support, with a determination, if possible, to reach the Pole.

S. R. VAN CAMPEN.

LONDON, *May* 14, 1877.

POSTSCRIPT.

The writer, since the foregoing was in type, having enjoyed the satisfaction of paying a brief visit to Holland, and while at the Hague of viewing, under the best possible advantage, the Barents relics, feels that he cannot forbear expressing his obligations to his Excellency Mr. Taalman Kip, the Minister of Marine, and also to Mr. A. Weruméus Buning, the Director of the Naval Museum, for special courtesies extended to him on that occasion, enabling him to make a minute inspection of these interesting objects. Though high honour has been awarded to the relics in the position they already occupy, yet it may be observed that it is the purpose of Mr. Buning to make them even a more attractive feature still of the grand collection of models, relics, and trophies which he has under his charge.

LONDON, *July* 10, 1877.

London: Trelawney & Co. Ludgate Hill.

REPORT ON THE BARENTS RELICS.

THE HAGUE, 15*th December* 1876.

TO HIS EXCELLENCY
THE MINISTER OF MARINE.

IN performance of a duty laid upon me by your Excellency, I have the honour to hereby present my report and in it to give a description of the objects found by Mr. Charles L. W. Gardiner of The Temple, Goring, Oxfordshire, in the month of July last in Novaya Zemlya, at the place where in 1596 and 1597 Jacob Heemskerck and William Barents wintered, and since Mr. Gardiner's return so generously presented by him to the Dutch nation. I can this time be more brief than in my report of the 10th of July 1872, to the then Minister of Foreign Affairs, Baron Gericke van Herwijnen, on the relics found in 1871 in Novaya Zemlya, because I now have no need to again revive the

recollection of the voyage of Heemskerck and Barents; and an inquiry into the question as to whether the objects are actually those of the Dutch navigators is now rendered entirely superfluous. I shall therefore, in the first place, communicate to your Excellency the facts as to where, when, and under what circumstances Mr. Gardiner found the objects in Novaya Zemlya, and in the second place give a short description of the objects found.

When Second Lieutenant L. R. Koolemans Beynen of the Dutch navy came on board the English steam yacht "Pandora" this year to participate again in a voyage to the North, he became acquainted with Mr. Charles Gardiner, a passionate sportsman, who regards neither expense nor danger in order to gratify his love for adventurous hunting expeditions. In the spring of 1876 Mr. Gardiner, with his well-appointed steam yacht "Glowworm," again lay anchored off Cowes, Isle of Wight, in readiness to undertake an expedition to the North-Eastern Arctic regions to sport for fur animals and birds, when at the same time also there lay the "Pandora."

Here Mr. Gardiner made the acquaintance of the Dutch lieutenant of the navy. The first acquaintance grew into relations of a more intimate character between the two gentlemen, and in their talks respecting the

expeditions to the North which both were about to make in opposite directions, the conversation turned not unfrequently upon Novaya Zemlya, to the surrounding seas of which Mr. Gardiner wished to go, more especially in pursuit of hunting territory and hunting water in the Kara Sea, near White Island. Lieutenant Beynen did not cease spurring Mr. Gardiner on, upon every possible occasion, to avail himself of this opportunity to make a visit to Ice Haven, the place where Barents and Heemskerck wintered in 1596–1597; and effectively did the generous Briton, though compelled to relinquish for the greater part the original object of his expedition undertaken by him as sportsman, listen to the encouragement and stimulation of Lieutenant Beynen.

On the 29th of May last Mr. Gardiner left with his steam yacht "Glowworm" the harbour of Cowes. At Tromsoë he took on board as ice-pilot the well-known Captain Elling Carlsen, the same who took part in the expedition of Payer and Weyprecht, and who in 1871 was the first discoverer of the objects left by Barents and Heemskerck in Novaya Zemlya. Through Matthew's Strait or Mattoschkin Shar, the bay which separates Novaya Zemlya Proper from Lütke's and Barents' Land, the "Glowworm" came into the Kara Sea to the east of Novaya Zemlya. On the 29th of July 1876, at eight o'clock in the morning, the "Glowworm" reached Ice

Haven, the winter quarters of Barents and Heemskerck.

Through the kindly intervention of Lieutenant Beynen I have been enabled to see some brief extracts from the journal kept on board the "Glowworm." Some of these extracts may now follow :—

"*July 29th.*—We anchored off Ice Haven at 8 A.M. this morning, but cannot get into the bay as it is entirely filled up with fast ice. Immediately on getting our anchor down there is a cry of 'A bear! a bear!' and great excitement prevails, this being the first one we have seen. He slowly approaches us, trotting over the fast ice, evidently coming to have a look at the ship out of curiosity; he pays dearly for this, however, as we are soon in the boats and on the ice-field after him. Luckily for us Bruin takes to the water, where he is completely at our mercy, and after an exciting chase, witnessed by all hands on board, he eventually falls a victim to my friend Sir Thomas Dancer's deadly aim.

"After breakfast we go ashore and visit the ruins of Barents' winter quarters. Everything that was not pulled down by Captain Carlsen in 1871, has by this time tumbled down; not a vestige of the old house remains standing. After a hard day's work among the ruins we brought to light a good many relics, among which is a Bible in tolerable state of preservation. Many other writings we find, but they are merely pulp, and in a thousand pieces; bits of rope we find as strong as the day they were made, clothes, boots, pieces of sail, candles, old knives, carpenter's tools, nails, gloves, a few old coins, the remnants of a compass, hand-lead, the lock of a flint and steel gun, bullets, shot, and powder-cases, &c. &c. All these things are immensely interesting, having been lying here 280 years, exposed to all the vicissitudes of an Arctic climate."

While the crew of the "Glowworm" were here bent

down, intent with crowbar, spade, and axe at digging, it had not been observed that a huge Polar bear had approached, and was sitting erect upon his haunches in the immediate vicinity of the digging, as *maître ès céans* overlooking the work; but there sat Bruin grumbling and "snuffing the air," as if he, successor of those forefathers who had been the custodians for 279 years of the Barents Museum in Novaya Zemlya, viewed with displeasure the fact of men having come to rob him of his inheritance. Not until some one raised up from his bent position, to rest for a moment, was the hungry landlord perceived.

The guns stood at some distance off, so that the crew were momentarily unarmed. They rushed for their weapons. The bear seeing this, "thought discretion the better part of valour" (as Mr. Gardiner says in his journal), and master grumbler knew it was high time for him to be going.

On this same day an observation was obtained, though not a trustworthy one, for the atmosphere was too foggy to warrant the taking of an accurate observation. Under these unfavourable circumstances 76° 18′ N. latitude was obtained as the position of the place.

The journal further states, on July 30th :—

"A thick fog. . . . We spend a quiet day on board, it being Sunday. Temperature of surface-water 37° Fahrenheit, and of the

air 38° Fahrenheit. We are lying here with banked fires, so that we may be ready to start at the shortest notice should the ice come down upon us from the N.E. I hope to-morrow may be clear, so that we may be able to get a good sight, and determine the exact position of Barents' winter quarters. We left a record yesterday enclosed in a tin case (with Carlsen's left in 1871) made fast to a pole in the centre of the ruins of the house, saying that we have been here and visited the ruins."

"*August* 1*st*.—Another thick fog, hardly any wind. Visit the ruins of Barents' house again. We grub up nearly the whole floor of the house, but find scarcely anything more. Two sodden pocket-books, a pair of compasses, a harpoon, and two spears, with a few broken knives and a heap of shoes and rotten clothing, is about all. I do not think there can be much left now, as we have hunted everywhere and grubbed in every nook and corner."

"*August* 2*d*.—To-day the fog clears off sufficiently to enable us to make a start. We steam ahead at 7 A.M., and shape our course for the North."

Mr. Gardiner now sought in waters less deep and in places more advantageous to attain the object of his expedition, which was "sport;" finally, on the 9th of October, he arrived again with his steam yacht "Glow-worm" at Southampton. Little more than three weeks later, on the 3d of November, the "Pandora," returning from Smith Sound, latest from Uppernavik, steamed into the harbour of Portsmouth amidst the repeated cheers of the crews of the war-ships there at anchor.

Soon Lieutenant Beynen learned from the mouth of Mr. Gardiner what had been found by him in Novaya Zemlya, and on the 13th of November Mr. Gardiner

wrote Lieutenant Beynen a letter displaying so much veneration for the great navigator Barents, and pervaded by so noble a sentiment towards Holland, that the letter merits preserving, to be handed down to posterity.

"I cannot tell you," wrote Mr. Gardiner to Lieutenant Beynen, "how much obliged I am to you for taking such an interest in the Barents relics, and for so kindly offering to take charge of them. If your countrymen will accept them, I shall feel greatly honoured, and shall be only too proud that it happened to be in my power to have made them this offer." Since Mr. Gardiner is justly "proud" of having found the relics of Barents and Heemskerck, the Dutch nation will undoubtedly always be grateful to him for having so generously bestowed these relics upon it.

I will now, in the second place, proceed to the description of the objects found by Mr. Gardiner between the 29th of July and the 2d of August 1876 among the ruins of the house of Barents and Heemskerck in Novaya Zemlya.

It will be remembered that in the journal of the voyage and wintering of 1596 and 1597, published by Gerrit de Veer in 1598, and since several times reprinted, under the date of 13th June 1597, it is recorded[1] how, on quit-

[1] See also my report to Baron Gericke van Herwijnen, then Minister of Foreign Affairs, dated 10th July 1872, p. 20.

ting the house in which had been passed so long a winter, "Barents had previously written a small scroll, and placed it in a bandoleer and hanged it up in the chimney, showing how we came out of Holland to saile to the kingdome of China, and what happened unto us there on land, with all our crosses, that if any man chanced to come thither, they might know what we had met with, and how it had gone with us," &c.

In addition to the objects pointed out to me for description by the Department of Marine, there was handed over to me by your Excellency a blue paper-linen letter-bag, upon which had been written by the hand of Mr. Gardiner these words: "Fragments of manuscript found in powder-horn. — Chs. G." In this letter-bag was found a folded, or, rather, pressed together, and crumpled piece of paper, the parts of which adhered together, turned to a yellowish green on the right hand by oxide of copper, the paper woolly, and on the folds entirely consumed, the whole presenting an unsightly appearance. Near that lay loose some smaller fragments. The whole bunch was not bigger than could be contained in the palm of the hand with the hand shut. On holding up a bit of the paper, one saw distinctly that it had been written upon. Alternately frozen and thawed during 279 years between the ice and the ruins of the narrowly-enclosed house, the folded leaf was stretched out on one side

and shrunken in on the other; the upper part stuck to the under part, and the whole pressed into one solid mass.

With the aid of Mr. J. H. Hingman, chief assistant to the Royal Archivist in the department of charters, and whose skill and experience in the reading of defective documents I would not in this instance willingly have dispensed with, the work was undertaken. We together, by cautious management, succeeded in loosening the compressed paper, and in gradually unfolding it—thawing it, I should almost have said—after having held it alternately over the steam of boiling water and alcohol, and then between the folds of dampened paper. Although naturally portions of the paper were consumed, still our efforts were rewarded beyond expectation, for after two days of patient working, the manuscript lay before us so far unfolded as to render it possible to decipher the greater part, and now it appeared "that if any man chanced to come thither" after Barents and Heemskerck had fallen to the lot of Mr. Charles Gardiner, and that the manuscript he had found was none other than the celebrated "Scroll" signed by Barents and Heemskerck themselves.

Immediately after the deciphering, being authorised to do so, I had a photograph taken of the manuscript. The excellent specimen hereby submitted to your Excellency may serve as a proof to what extent of perfection Mr.

M. L. Verveer, photographer at the Hague, has brought his art.[1]

The contents of the "Scroll," as far as we have deciphered it, I let follow at this point.

No. 1. The document states:—

"Alsoe (wy) van (Borgemeest)rn van Am(ster)dam waren (?) ghesonden ..... An ..... 1(59) ... om by (N)oerden naer de landen van Chijna te var(en) ..... soe est d(at) wij naer groete moeyte ende geen (cleenen) perijckel ..... ghecomen sijn om de West van Nov(a Zembla) meenende noch alsoe bij de cost van Tartrie(n) ..... ig ... es te seylen naer voerschreven landen ..... la ... ntlijk ghecommen op dese plaet(s) ..... op den ..... de 26 Augus ..... boven gen ..... waer ons den ..... ende ..... ns soe (?) dapperlick ..... gecom ..... ine ... ijs ..... besetten ..... ende wij ..... desen noe(t) gedwongen sijn geweest een h(uy)s (te) bouwen om ons lijff de wynter over daeri(nn)e (te) salveren indien tmoegelijck waer van coude (?) ..... int huys ghewoent van den —12— October anno —1596— den heelen wynter over totten —13 ..... des naestvolgenden jaers anno —97— ..... groete coude. Syn denselfden 13 (Jun)y ..... doen ons schip noch al vast in (t'ijs) besloeten lach met ons schuyt ende boet van hier ge(zeilt) om weder thuys te moegen coemen/ Onse Godt wil ons behouen reise verleenen/ ende ons met gesontheyt in ons vaderlant brengen/ Amen.

[1] A lithographed facsimile taken from this photograph will be fo appended.

" Nota, dezen hoeck daer wij waren .....
laeg ..... op den 76 graed d .....
breeden.....
veerlijk .....
Nova zen ... b . a ..... suydel ...
wint ende west ..... op.

" WYL EM BARENTS
" JA ... HEEMSKERCK."[1]

The dates mentioned in this manuscript accord almost exactly with the dates given in the " Journal" of Gerrit

[1] " So (we) were sent (out) from (Burgomaste)rs of Am(ster)dam An(no) 1(596) in order to sai(l) by the (N)orth to the countries of China/ so th(at) we after great trouble and no (small) danger are come round the West of Nov(a Zembla) intending yet also to sail (along) by the coast of Tarter(y) to the aforesaid countries/ (and are fin)ally come on this plac(e) on the 26 Augus(t in the year) above men(tioned) where our (ship/ after we had) so bravely exerted ourselves (at last) became fast in (the) ice/ And we have (moreover in) this emergency been compelled to build a h(ous)e (to) preserve our lives therei(n) through the winter if possible from cold. Lived in the house from the —12— October anno —1596—all the whole winter through till —13 (Jun)e of the following year —97— in great cold. Are on the same 13 Jun(e) when our ship still lay pinched all fast in (the ice) with our boat and yawl sa(iled) from here in order that we might come home again/ Our God will grant us safe voyage/ and bring us with good health in our fatherland/ Amen.

" Note, this cape where we were .....
lay ..... on the 76 degree *d* .....
breadth.....
truly .....
Nova Zemb(l)a ..... southern .....
wind and west ..... on.

" WIL(LI)AM BARENTS
" JA(COB) HEEMSKERCK."

de Veer. For determining the latitude given by Barents, evidence as to the minutes is unfortunately wanting, owing to the fact that the paper at that place is entirely consumed.

No. 2. A small writing-book, originally in 4to, but which has been folded in the middle, and crushed and broken in that position; what remained had been so pressed together that it had acquired the form of a thin board. This remaining portion, however, having been loosened, it then appeared that this little book had been written nearly full; but the half of the manuscript is for the greater part lost, and the portion which remains to us is written with bad ink, at least none containing iron, so that the ink has not been able to withstand the long duration under the ice. Up to this time the ink has remained insensible to *reagentia*.

In the meantime there are some parts remaining, which, however, with much difficulty indeed, have been deciphered; but anything complete it is impossible to make out of it. If one wished, in the present instance, to decipher the entire writing-book page after page, weeks, and perhaps months, would elapse before this report could be published. Meanwhile, of one page, I have after all been enabled to make out so much that from that small portion the contents of this manuscript may be determined. On this page I read :—

" ..... ende wy varen .....
o. s. o. 5 mijlen, doe quamen .....
.....
noerder hoeck, die noemden .....
..... hoecq, was en groo .....
..... maer wy en vonden .....
..... 5den July .....
van Langenes . twe en *i* / .....
(twe en, deze letters doorgehaald.)
..... baye, die wy noemden die
..... dese ..... lach een cleyn .....
..... aen de westersijde van de
..... goede kentenisse. Het was
..... vaem diep, die grondt was
..... saenkens, soo groet int
... de Langenes tot de .....
..... daerinne sy soe laech
..... laege hoeck lag ....."[1]

---

[1] " ..... and we sail .....
E.S.E. 5 miles, then came .....
.....
north cape, which (we) called .....
..... cape, was a grea(t) .....
..... but we and found .....
..... 5th July .....
from Langenes . twe en *i*/ .....
(*twe en*, these letters were crossed out.)
..... bay, which we called the
..... there ..... lay a small .....
..... to the westerly side of the
..... good knowledge. It was
..... fathom deep, the bottom was
..... *saenkens*, so large into
... de Langenes till the .....
..... therein she so lay
..... low cape bay ....."

Upon the opposite side of the page these words were still legible :—

"7 Julio .....
..... toont een eylant .....
.....
∴..... wy wat schouwēn
.....
.....
..... 10, 11, 12 vaem .....
..... esen eylande tot Cabo .....
..... oeck ist coers o. n. o. —"[1]

After extended searching throughout the several journals of the three voyages made by Barnets to the North, it finally appeared to me that this deciphered portion agrees almost literally with what we find mentioned between the 4th and 7th of July in the printed journal of the first voyage in 1594, wherein is recorded at that place in the journal the discoveries then made on the west coast of Novaya Zemlya, between Cape Langenes, in Great Bay, Loms Island and Admiralty Island, to Cape Negro, with indications of the same course, and the number of fathoms (10, 11, 12) of water. It is there-

[1] "7 July .....
..... shows an island .....
.....
..... we partially saw (?)
.....
.....
..... 10, 11, 12 fathom .....
..... this isle to Cabo.....
..... also its course E.N.E. —"

fore placed beyond all doubt that this manuscript is a fragment of the journal made of the voyage of 1594, which they will have taken with them as a guide on the third voyage.

No. 3. Fine fragments of a manuscript in the Dutch language, too much injured to enable anything to be made out of it; only a few words are still legible, as, for instance, "gold," "or," "first," "became," "being," and a few such interrupted words. It is quite impossible to determine whether or not these fragments may perhaps belong to the manuscript described under No. 2.

No. 4. Fragments of a small note-book, for the most part white paper. Only a few words are still legible, as—

"Memorandum of the short (or cash) accounts of me;" on another leaf, "the 17th June;" on a third fragment, "trunks." This note-book contained probably memoranda concerning the cargo.

No. 5. A printed hymn-book. This hymn-book is a copy of an extremely rare book, spoken of in the "Gids" as far back as the year 1848, p. 807 of vol. i, by Mr. L. Ph. C. van den Bergh, and later by Dr. J. van Vloten in the "Algemeenen Konst- en Letterbode," No. 11, 1850, entitled—

"Een suyverlyck
Boecxken / begrijpende alle

die Gheestelycke Liedekens / ghemaeckt
eertijts bij de salighe Tonis Harmansz van
Warvershoef. Tot troost van
alle bedroefde herten.
Hier zijn noch by-ghevoeght eenige Lie
dekens / by den selfden Tonis Hermansz ghe-
maeckt. Midtzgaders noch sommighe anderen
door een vermaert ende geleert man hierbij ge-
set / ende in 't Licht ghebracht.
(eene kleine houtsnêe als frontispice)
waerin een jeghelyck vermaendt wort
van sonden aftekeeren / en leetwesen
daarvan / te hebben. . . . . :" [1]

(Small 8vo, printer and place not mentioned.)

A probably later edition of this hymn-book, since it seems to contain a greater number of hymns and a somewhat larger woodcut as frontispiece, is to be found in the Royal Library at the Hague under No. 683 A.B. (bequest of A. Bogaers.)

[1] "A cleanly
Book / containing all
those Spiritual Songs / made
formerly by the blessed Tonis Harmanz van
Warvershoef. For consolation of
all afflicted hearts.
Here are yet added some Songs /
made by the same Tonis Harmanz.
Together with these still a few others
by a famous and learned man here-
by set / and published.
(a small woodcut as frontispiece)
in which every one is admonished
to turn from sin / and to have
grief therefor /. . . . ."

The copy brought back from Novaya Zemlya is too greatly damaged in respect to the title, and, moreover, the pages too much stuck together, to enable them to be counted, or to enable a comparison to be made, affording any accurate conclusion as to the edition. I did after all intend trying to loosen the adhering pages when I was justly and opportunely reminded of what M. Flament, formerly librarian of the Royal Library, used to say of old books in such a state, but yet in a way only too plastic, "Il vaut mieux les laisser toujours morveux que leur arracher le nez!"

I therefore left the little volume in the state in which it came back from the Ice Haven. From the leaves which can be opened, it is evident enough, however, with what kind of songs those good ingènuous tars whiled away the long, awful Polar night when wintering in Novaya Zemlya. Among others, one of these songs was the rhymed story of Soudaen's little daughter; shorter, however, and giving fewer verses than are given in the edition of Willems, in his Flemish songs. Simple, childlike, mystical, are the most of these songs; and though the metre is not all that could be desired, they are written in a spirit so amiable, so soft, that we admire only the more for it those great men, with their childlike sense, who could occupy themselves during the Polar night in Novaya Zemlya with the singing of these

songs. What, moreover, seems strange in this little book, found amongst the relics of men who were fighting against Spain and the Inquisition is, that there lives in it a spirit which reminds us more of Rome than of Geneva. We find there, besides the song of "Soudaen's Little Daughter," full of mystical sensuality, a song of Mary Magdalen, and also constant allusions to the "Virgin Mary."

But it is known that Amsterdam had long adhered to the side of Spain, and the popular songs which people sang before that time were still sung in 1596, with only slight alterations. With the people it was still a period of transformation, and Protestantism was then courageous and energetic, but not so envious as at a period a few years later.

Among the most attractive of these songs the two following struck me more than any others: the song to the air "The little birds in revolt," and then still, "Another Lyric."

How may we account for those rough fellows, anxious enough as they were there fast in the ice, longing for fatherland and family, singing together—

"Die voghelen van deser aerden,
Ja singhen seer soetelijck
Al in der soeter Meijen tijt
Soo singhen sij suijverlijck

Zij loven haren Schepper
't Is ons een schoon figuer
Van sonden laet ons wachten
De tijdt die is soo duer."

en dan—

"Nu legge ick hier ghevangen
Al in dat sware verdriet
Maer of ick bij hem comen sal
Des en weet ick waerlick niet." . . .
. . . . . [1]

"Another Lyric" describes the strife going on in the mind between nature, which beckons to life and enjoyment, and the calling to become partakers of everlasting life through death, the death in the ice, separated from all. "How I should like with God to be," so runs the hymn :—

"Ick soude soo geerne bij Gode sijn
Conde ick dat wel beghinnen

---

[1] "The wee birds of this earth,
How sweetly do they sing!
In the sweet month of May
Their purest melodies ring.
They hymn their Maker's praise,
To us a lesson prime!
From sin let us keep free,
For precious is our time."

And then—

"Now here I lie imprisoned
With heavy grief bent low,
But whether unto Him I'll get,
In truth I do not know." . . .
. . . . . .

Mij grout te sterven die natuere mijn
Te laten dat ick minne
Nochtans soo moetet zijn ghedaen
Het is van grooten nooden.
Hadieu, Hadieu, natuere mijn
Ick wil gaen dienen Gode,
Want die doot comt, dat weet ick wel
Sij sal niet lange beijden
Maer als sij comt, sij is soo fel
Men moet van heene scheijden.
Die doot die is soo fel, soo sterck
Dat niemant can versinnen.
Och edele menschen neemt hier aen merck
Wie soude die werelt minnen.
Als ick docht in mijnen gront
Begonst ick mij te bezwaren,
Ick docht al in mijn hertsen gront
Ick wil die werelt laeten varen,
O ! dat scheijden deed mij soo wee
Dat weet wel Godt die Heere
Och waer ick was oft wat ick deê
Ick was in grooter seeren ;
Want heusscher minnen aftestaen
Dat is soo swaer te lijden
Nochtans soo moetet sijn ghedaen
Nae lijden comt verblijden."

. . . . . .

And then the conclusion :—

" En die dit Liedeken heeft ghedicht
Och scheijden was hem pijne. Amen." [1]

---

[1] " How I should like with God to be,
Ah ! might I get to Him !

No. 6. Remains of a Dutch-French dictionary : "*Dictionaire ou Promptuaire Flameng-François, très-ample et très copieux ; de nouveau composé, embelli, augmenté et enrichi d'un nombre presque infini de vocables, dictions, sentences, proverbes et phrases très utiles, et très exquises, par Elcie Edouard Leon Mellema, &c., à Anvers,*

My nature makes me dread to die,
To part from what I love.
Yet only thus it can be done,
Thus it is strongly needed.
Adieu, Adieu, thou nature mine,
I'm going to serve my God ;
For Death will come, that I well know,
And not long will he wait.
But when he comes, he is so fierce,
And we must part from here.
Death is so violent, so strong,
That none can sense his power.
O noble men! herefrom be warned :
Who would still love this world ?
As I felt all this within my soul,
Began I to lament ;
I thought within my heart of hearts
I will this world forego.
Oh ! what a pain that parting gave
The Lord our God well knows.
Lo ! where I was, whate'er I bore,
My soul was sadly sore !
To let true love go from the heart
Is such a bitter smart ;
Yet thus, ah ! thus it must be done,
Joy comes when grief is gone."

. . . . . .

" And he who first this songlet sang
Oh ! he felt parting's bitter pang. Amen."

chez Jan Waesbergue en la camerstrate à l'Escu de Flandres." Small 4to. Dedicated to the town council of Haarlem. Probably a copy belonging to the edition of 1587 or 1589; at any rate, from the ending of the preface it appears that the edition is not the same as that with which the date of the preface or *épître dédicatoire*, 1591, would associate it. This is proved by the fact that the conclusion of the dedication has been set up in another manner by the compositor. However, the date of this damaged copy is not to be determined with accuracy, owing to the loss of the year from both the title-page and the end of the preface.

No. 7. A religious, moral, and also partly dogmatic reading-book in the French language, of which, however, title, preface, beginning, and end are wanting, rendering it difficult, therefore, to determine to what book these remains belong. The volume must have been large 8vo, and apparently divided into four books. The first book (*livre* i.) treats of "*Les sept folies.*" The last chapter of this (*chapitre* viii.) is entitled "*Touchant la septième folie; de penser estre sage.*" The second book bears the title, "*En quoy l'Homme se doit amender.*" The third book is entitled "*Qui se doit amender;*" the fourth, "*Des causes de l'amendement.*"

These remains were restored in London by order of and at the expense of Mr. Gardiner.

No. 8. Fragments of a Dutch religious diary, according to all appearance having been provided with a calendar and edifying matter from the Bible. In horn binding; very greatly damaged.

No. 9. Some leaves out of an "Enkhuyser" (?) Almanac for the disastrous year 1596.

No. 10. Six fragments of engravings representing male and female costumes of the laity and clergy.

No. 11. Fragment of an atlas with text, designed for Eastern (Baltic) and Northern navigation.

No. 12. Fragments of some copies of maps in outline, spherical drafts of the northern half of the eastern hemisphere, comprising 0°–90°; on which, however, nothing is drawn. These map nets have been rolled up, crushed, and flattened in this position, and have become so hard that they rather resemble a dried eelskin than a roll of paper.

No. 13. Fragment of a chart of England, under two cartoons appearing the words, "*Typus Angliæ.*" In the middle a portrait of Queen Elizabeth, on the right a representation of a costume of dress; under this may be read the words, "*Nobilis femina Angliæ,*" and, upon a naval insignia, "*Jodocus Hondius, fecit. Anno* 1590."

Copper engraving.

No. 14. Fly-leaf from the inside of a book-cover, being

a written leaf of parchment from a horarium or book of tides, Latin, probably belonging to the end of the fifteenth century; of little account.

No. 15. Five copper coins, viz.:—

Two coins (*oortjes*) giving the year 1596 or 1598, on obverse side displaying the Maid of Netherland in the garden, with the superscription still only partially legible: "Aux. Nos. In. Nom. Dom." On the reverse side the arms of Holland, and "Ph^{s}. DD. com. Hol. Z. Zel." Further—

Two coins (*oortjes*), on the obverse side the same as above, with the Maid of Netherland in the garden, and on the reverse side the word "Hollandia," surrounded by two wreaths touching each other.

These two latter struck *after* the abjuration of Philip II. All four described by Verkade, pl. 57, fig. 1 and fig. 3.

A Portuguese five-dollar piece, having on the obverse side the arms of Portugal, and still only legible: . . . bastian (Sebastian R.), a coin struck under Sebastian, King of Portugal, son of the Infant João, born 20th January 1554; lost in the battle off the coast of Africa on the 4th of August 1578.

No. 16. Nine strips of red flag stuff and a fragment of black banner stuff, with a depending white cross, or Cross of St. Andrew; joined together it furnishes a portion of the three stripes of the Amsterdam banner, namely,

red, black, with the three crosses (of which only one more remains), and red.

No. 17. Fragment of the stock of a cross staff; length without the crosses, 0·70.[1] This stock is divided into degrees on both sides. On one side may be read the following:—

"Dit × is × die × son × syde × Claes × Andriessen × Goutijk;"[2] and on this side it is divided into degrees from 1° to 10°, &c., to very nearly 60°.

On the other side is to be read:—

"Dit × is × die × Noertsters × stiede × Gout × om × deucht."[3]

The division remaining on this side is from 90° to 40°.

This division accords with the statement one finds given by Joris Carolus in his "New Magnified Light, called the Key of the Treasury, &c., of this great navigator, Amsterdam, by Jan Jansen, 1634," where at page *d* of the "Instructions or brief indications of this great navigator" may be read: "The cross staff is supplied with two kinds of numbers, one side at the extremity from the eye indicating 90 and counting downward, as

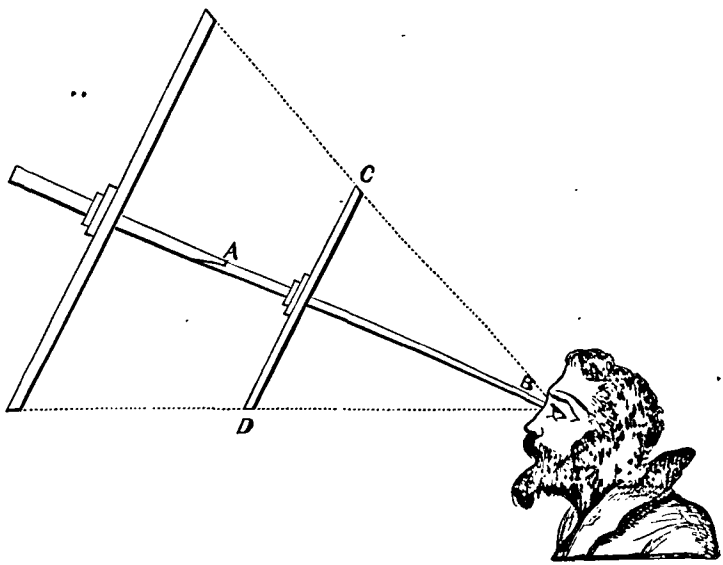
[1] The metrical or French system of measurement being in use in the Netherlands, these calculations are accordingly based upon it and have not been changed; the *metre* being fixed at the ten-millionth part of the quadrant of the meridian, and equal to 39·37 English inches.—Tr.

[2] "This × is × the × sun × side × Claes × Andriessen × Goutijk."

[3] "This × is × the × Polar star × side × 'Gout × om × deucht.'"

from 90 to 80, 70, 60, &c. The other commences at the eye, and, on the contrary, increases to the other end, as from 1 to 10, 20, 30, &c."

The following cut, borrowed from Mr. Joris Carolus, shows the use that was made of the cross staff, the points A and B showing about what is left of the cross staff, however without the first cross piece, C D, which is lost as well as the second cross.



No. 18. A small copper compass, in a perfectly good condition, so that the pivot still works, forming an eye at the top of the prongs, in shape quite similar to the compasses drawn on the title-page of the "Spieghel der zeevaert," &c., by Lucas Jansz. Waghenaer, Leyden, by Chr. Plantijn, 1584.

The length of this little compass almost 0·08.

No. 19. Two compasses, one an ordinary drawing compass, having still attached to one leg a quill pen with ink in it prepared for drawing circles, 0·12 in length; the other is a common iron compass, such as is used by ship-carpenters. Length, 0·22.

No. 20. A wooden compass, with an iron pin in one of the legs and remnants of an iron arch. Length of legs, 0·67.

No. 21. A leaden inkstand without cover, having on the sides some simple ornaments. Diameter, 0·05; length, 0·0319.

No. 22. Two goose-quill writing pens, one of which is still so far available for use as that a few words of this report have been written with it.

No. 23. A wooden seal or stamp, an impression from which reveals two staves, one across the other, on the two sides of which appear the letters C. G., and at the top A., thus:—

Among the names of those who participated in the expedition of 1596–97, as they are given by De Veer, we encounter none whose initials agree with those cut in this seal. The name of the carpenter, who died on

the 23d of September 1596, is, however, *not* mentioned, therefore the seal may have been his. It is true there was still one of the crew, who died on the 20th of June 1597, called Claes Andriesz, and whose name therefore begins with the initials C. A., which letters are also engraved in this seal; but we moreover find there the letter G., so that probably the seal did not belong to Claes Andriesz. [1]

No. 24. Leather clasp with hasp of copper, presumably having been used to shut a book.

No. 25. A measure (Amsterdam ?); length of the rule itself, 0·68, and including part to take hold of or handle, 0·79.

No. 26. Wooden crutch or stick, evidently having served to sustain an ill or wounded man in walking.

[1] It seems extremely probable, after all, that the seal was the property of Claes Andriesz., and that his full name was Claes Andriesz. Goutijk. Should this be the case, we owe the revelation of the fact entirely to the discovered fragment of a cross staff described *ante* pp. 57, 58. Hitherto the last name has never been given, though Claes Andriesz. is several times mentioned by De Veer, and died on the same day as Barents. This would imply that he was the owner of both the seal and the cross staff, and also that he was the maker of the latter. The initials "C. A. G." upon the seal, and also the device, two hooked staves, together with the motto, "Gout om deucht" (in the modern spelling, *Goud om deugd*), appearing on the second inscription on the cross staff, all indicate that the owner was a man of some position, or at least of some pretension thereto, as may indeed have been the case with other companions of Barents and Heemskerck, of whom we know equally little. The motto referred to, which employs a portion of his name, seems to be a little overstrained, and requires something to be supplied. Literally it would be rendered "Gold for virtue," meaning, we must suppose, virtue before gold, despising gold as compared with virtue, or to that effect.—Tr.

May not this have been Barents' crutch? He was seriously ill and exhausted when they left the house on the 13th of June 1597; no longer than seven days later, on the 20th of June, he died. Length of crutch, 0·76; the arm across, 0·135.

No. 27. A hand-pike with the wood quite similar to that described under Nos. 50 and 51 of my report dated 10th July 1872. Length of the iron point, 0·135; length of the wood, 2·32.

No. 28. A similar one, but without the spear-point; length, 2·40.

No. 29. A halberd with stock, the axe of which is rusted away and broken off, almost the same as No. 52 of the description dated 10th July 1872. The point of the halberd including hook, length, 0·34; the handle, 1·71.

No. 30. A part of a matchlock, with cock and a flint secured in the bill of the cock, somewhat different in form and being of a lighter calibre than the one described under No. 57 of my report dated 10th July 1872. Length of the lock to the end of the works, ± 0·15.

No. 31. Fragment of a matchlock, being the pan and pan-cover; perhaps the other half of it being mentioned under No. 30.

No. 32. Fragment of a copper powder-flask, in use at this time for priming the pan of a musket, with a rusted portion of the spring still remaining, by means of which

the powder was allowed to run out and again be shut off. Open at the top and bottom, the bottom and upper part rusted away and broken off. Length, measured from the furthest points, 0·20.

No. 33. Five shot-pouches, four without stops, and one quite complete with stopper, and pieces still attached of the cord by which it was fastened to the shoulder-girdle. Copper, covered with leather, a few still having powder in them, similar to No. 58, of report dated 10th July 1872.

No. 34. A set of chain-balls, consisting of two balls connected by a chain of six links. Length together, 0·14.

No. 35. Four iron cannon-balls, three of the diameter of 0·07 and 1·33 kilogrammes in weight, and one 0·058 in diameter and 0·751 kilogrammes in weight.

No. 36. Four goose-balls.

No. 37. A wooden cartridge-mould, with ramrod, similar to a pop-gun. Length, 0·21.

No. 38. Eight plain irons, four being of the length of 0·15 and 0·04 in breadth at the lower end, two of 0·16 in length and 0·05 in breadth, and four 0·15 in length and 0·05 in breadth.

No. 39. A block or smoothing plane. Length, 0·165.

No. 40. Two calking-irons. Length, 0·145.

No. 41. A calking-hammer with handle and iron band. The length of handle, 0·44; the hammer, so much as remains, 0·375.

No. 42. An auger, such as is used by a ship-carpenter, a so-called three-quarter auger. Length of auger, 0·63; of the handle, 0·37.

No. 43. Two bit-handles without the bits or augers, one somewhat longer than the other; the larger with the head.

No. 44. A pair of iron nippers, rusted fast.

No. 45. An iron adze. Length, 0·225.

No. 46. An iron frame-saw, with turned wooden handle; the blade lost. The handle, 0·135; the span, 0·48; the short arm above and below, 0·125 in breadth.

No. 47. Two small carving-chisels, called one-quarter chisels.

No. 48. Two nail-drivers. Length of the thickest, 0·135; diameter, ± 0·03. Length of the lightest, 0·155; diameter, ± 0·015.

No. 49. Four bodkins with handles (sailmaker's tools?); one bodkin with a finely-carved handle.

No. 50. Two small iron hammers, one retaining still a fragment of the handle.

No. 51. Two handles. One of a cross-cut saw; length, 0·46: the other of an axe or sledge-hammer; length, 0·635.

No. 52. An iron axe with a fragment of the handle. In the illustrations of the Journal of De Veer similar axes are represented; the shape of them differs from

that of the axes of the present time; this is open-wrought in four places. From the iron hilt to the edge, 0·18.

No. 53. A package of tallow candles, eighteen in number, consisting of nine to the pound; undoubtedly the oldest candles in the world—still they are able to give light.

No. 54. A round iron tripod with two feet, one of which is broken off and lying near. Diameter, 0·25.

No. 55. A pair of rusted tongs, the spoons rusted away. Length, 0·47.

No. 56. A copper dripper.

No. 57. Three tin spoons, one with a handle, one with half of the handle, and the third without a handle.

No. 58. Five table-knives, one of which having the blade nearly rusted away, and two handles without blades, one of which is covered with lead.

No. 59. Two wooden mugs or drinking-cups, 0·11 and 0·12 in diameter.

No. 60. Two wooden covers to ——? defective. Diameter, 0·09 and 0·10.

No. 61. Wooden funnel for the filling of water-barrels. Diameter, 0·19.

No. 62. Two wooden rings, the use made of which is not to be determined with certainty, perhaps used on the

No. 63. A carpenter's grease-box, of wood. Length, 0·17.

No. 64. Fragment of the bottom of a leaden pitcher.

No. 65. Two defective covers to tin molasses-jugs.

No. 66. Fragment of a tin candlestick, the interior portion belonging to a lamp same as described under No. 62 of the preceding report, dated 10th July 1872. Height of this fragment, 0·135.

No. 67. A wooden ball. Diameter 0·095.

No. 68. A cubic die ? without eyes. The surface ± 0·010.

No. 69. Two paint-shells, one with red paint still in it.

No. 70. Fragment of a lock to a ship's chest, or something of the kind ; 0·10 × 0·11.

No. 71. A small triangular padlock.

No. 72. Two bullet-moulds, the same as No. 35 mentioned in my report dated 10th July 1872.

No. 73. Three keys: one of ordinary form, length 0·11 ; one with three tongues, the fourth broken off, length 0·08 ; and one of which the tongue is almost entirely rusted away, length 0·08.

No. 74. Two copper taps, quite similar to those mentioned under No. 25 in the report dated 10th July 1872. One tap is in a perfectly good state of preservation, the other has one eye of the key broken off.

No. 75. A piece of Russia leather, probably the upper for a shoe still unmade.

No. 76. A bit of transparent horn, most likely belonging to a lantern.

No. 77. A pair of shoes, with the leather strings left in them still, of the same size as described under No. 36 in the report brought out July 10th, 1872. The shoes, moreover, were probably the property of the ship's boy, who is spoken of in the Journal of Gerrit de Veer on the 19th of October 1596.

No. 78. A shoe similar to the preceding, for the left foot, but defective, and with thicker sole.

No. 79. An iron thimble (a sailmaker's utensil).

No. 80. A coil of untarred rope.

No. 81. A bunch of cable cord.

No. 82. Two pieces of waxed thread.

No. 83. A coil of sailmaker's thread.

No. 84. A little roll of tarred duck binding for covering the cracks of the deck.

No. 85. A shank-painter, with both shank-hooks attached, and a knot in the rope. Length, including the hooks, $\pm$ 1·50; diameter of rope, 0·025; length of hooks, 0·15.

No. 86. A loose shank-hook, 0·15 in length, lighter than the preceding.

No. 87. A hand-lead. Weight, 2·48 kilogrammes; length, 0·28; diameter at the bottom, 0·035.

No. 88. Three single pulley-blocks, of which two have the pulleys in them still.

No. 89. Three light iron rowing-pins, and a fourth one defective.

No. 90. A copper pipe, probably having been used to conduct water off the deck.

No. 91. A small double or forked harpoon. Length, 0·39.

No. 92. A heavy harpoon, with beards and ring for the throw-rope, and the iron socket, in which three nail-holes appear. Well preserved. Length, from tail to point, 0·655; breadth over the beards 0·10.

No. 93. An iron point (of a pike-pole), with iron band.

No. 94. A large drumstick. Length, 0·42.

No. 95. A fragment of a tin trencher.

No. 96. A brush, the bristles of which are for the greater part preserved. Length, 0·20; breadth, 0·075.

No. 97. Two iron hinges, with the loops, belonging to a chest.

No. 98. The iron knocker to a door, serving both to shut the door with and as a knocker.

No. 99. An iron swallow-tail, hung. Size, 0·11.

No. 100. An iron flat hook; 0·17.

No. 101. An iron hasp and ring, with the iron staple belonging to it. Length, 0·14.

No. 102. Two long iron hinges for the top and bottom of a cupboard door. Length of laps, 0·34.

No. 103. An iron lock-plate, with long springs, having probably belonged with the hinges described under No. 102. Length, 0·30.

No. 104. The second weight to the clock, the other weight of the clock being described under No. 38, in report dated 10th July 1872.

No. 105. A carved copper roundabout button, similar to one of the buttons described under No. 73, in report dated 10th July 1872.

No. 106. Two silk jacket buttons, and two buttons of black glass or jet.

No. 107. A small round box of wood, probably a grease-box. Diameter at the bottom, 0·07.

No. 108. A carved handle to a small pocket-knife, Norwegian or Russian manufacture.

No. 109. Two turned wooden pipes (cartridge-covers?).

No. 110. A small hook of wood for hanging things on.

No. 111. Five wooden relics, the object of which it is difficult to determine.

No. 112. Two fragments of iron and leaden objects, likewise difficult to determine the use of; finally, a bit of sealing-wax, with respect to which I dare not say

whether or not it was left behind by Barents and his companions.

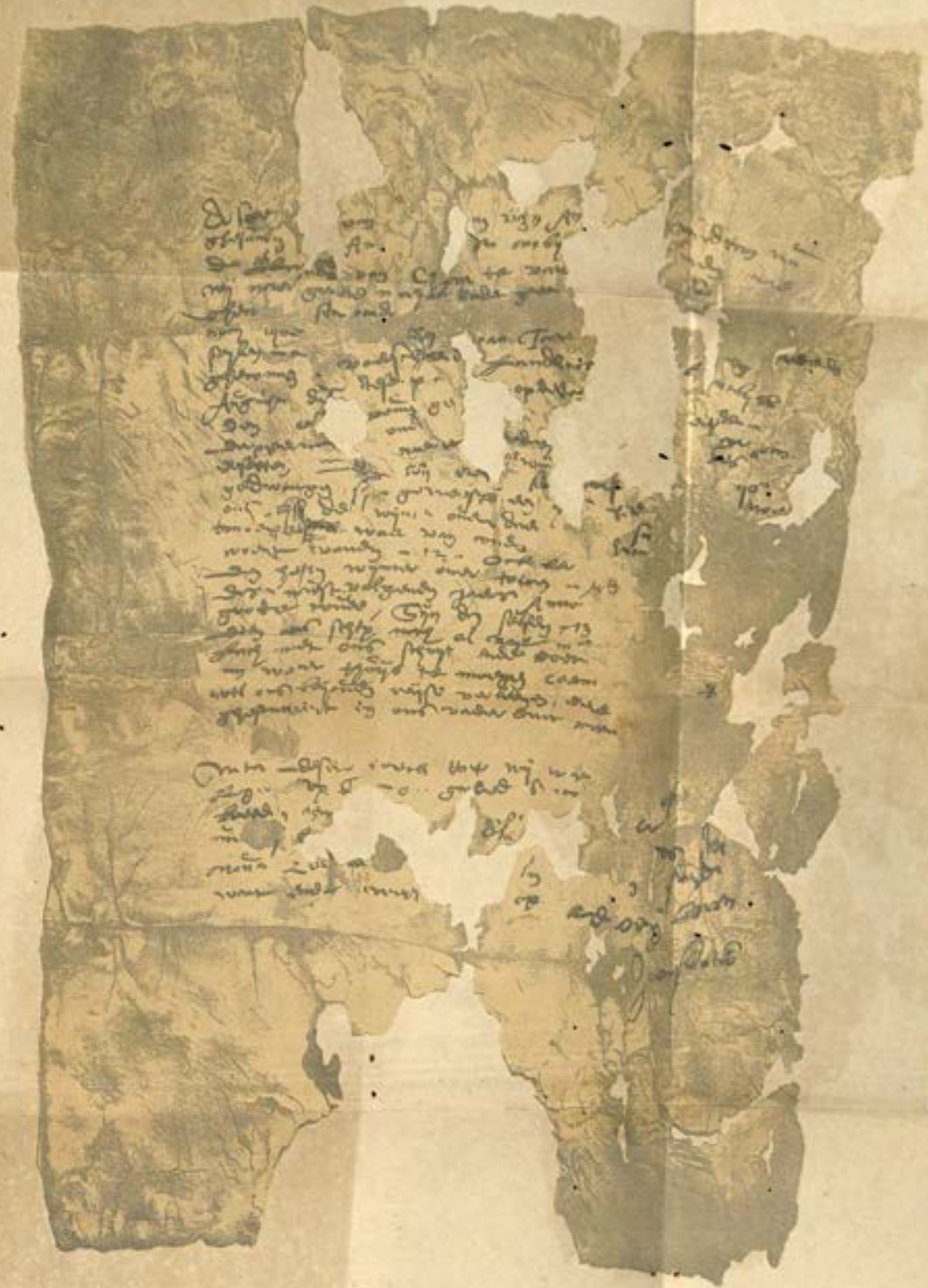
Of the objects left behind by the Dutch navigators in 1597 in Novaya Zemlya there will now be remaining, according to the opinion of Mr. Gardiner, practically nothing. The ruins of the house at Ice Haven he dug up and examined to the bottom. Thankful we may be that all the objects found in 1871 and 1876 have come back to Holland. However, is there not mingled with this feeling of gratitude also a feeling of chagrin? These remains, these relics, have not been discovered and brought home by Dutch navigators. We owe the possession of these objects to the spirit of enterprise and the generosity of foreigners.

The ruins of the house in which the Dutch sailors, under the command of Barents and Heemskerck, wintered after their glorious expedition in which they had discovered Spitzbergen and reached almost the latitude of 80° N., are now trodden underfoot.

As, therefore, the cold garb of ice and snow will in a few years have covered those broken-up and scattered remains, so storm and pressure of ice will also have pushed away the wooden pole erected by Carlsen, forbidding finally the determining of this spot in Novaya Zemlya with accuracy. I trust to be pardoned if, in concluding

the duty devolved upon me, I somewhat exceed the bounds of my charge, and venture the proposition that, before this spot in Novaya Zemlya is quite gone out of memory round which so many recollections cluster for Holland, a Dutch vessel with brave crew be sent out in order to erect there in the ice-harbour a simple monument of durable granite, to show to following ages that, though only too insufficiently, we have at least preserved gratitude towards those whose glory even still shines upon us.

J. K. J. DE JONGE,
Deputy Royal Archivist.



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BY

SAMUEL RICHARD VAN CAMPEN,

CORRESPONDING MEMBER OF THE DUTCH GEOGRAPHICAL SOCIETY, AUTHOR OF "HOLLAND'S SILVER FEAST," ETC.

LONDON: TRÜBNER & CO., LUDGATE HILL.

PRESS OPINIONS OF THE WORK AND ITS OBJECT.

"To stimulate Holland to maritime enterprise in the Polar Seas by a spirited record of the toils of Dutchmen of an earlier generation, and by narrating the deeds of those bold seamen of other nations who have sought to emulate, and if possible excel, the exploits of their predecessors, is the laudable aim and ambition of Mr. Samuel Richard Van Campen, author of 'Holland's Silver Feast,' and also the historian of the carefully compiled, well-written, readable, and interesting volume now under review. The author is plain-spoken, generous in his love and recognition of the labours of men. . . . Mr. Van Campen has made a careful study of Arctic exploration, and is equally at home whether discussing Dutch, English, American, or Austrian enterprise. . . . Mr. Van Campen has done excellent service to historic lore by this his first volume of 'The Dutch in the Arctic Seas.'"—*Morning Post*, August 1876.

The Spectator (7th October 1876) says: "Mr. Van Campen deserves the thanks, not only of his own countrymen, but of all those interested in Arctic research, for the wise efforts he is making to draw fresh attention to the subject." A long review, dealing with the significance of the subject of the volume, thus concludes: "We will only add that, in a work full of suggestive and interesting detail, the main thread of thought is anxiety to stir the people and Government of Holland to fresh enterprise in Arctic research, and following up the route of their old countryman, Barents, to open up a north-*east* pathway to the Pole."

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"It was only right that such a book should be written. . . . We heartily hope that Mr. Van Campen may prove the Prince Charming to awaken the slumbering spirit of Arctic enterprise in Holland."—*The Globe,* 26th August 1876.

"It (the book) is an elaborate argument in favour of sending the Dutch to the Arctic Seas, where, as a nation, they have not been represented by an exploring expedition for 250 years past. . . . The volume represents a large amount of conscientious reading, and contains on the whole a fair and valuable summing up of the information bearing on the approaches to the Polar basin."—*The Scotsman*, 15th September 1876.

"The first volume of Mr. S. R. Van Campen's 'The Dutch in the Arctic Seas' partakes equally of the nature of a history, a description, and an appeal; for Mr. Van Campen is not unmindful of the heroic exploits of Barents and Heemskerck, and longs to see Holland once more take her place in the van of Arctic exploration. . . . The arguments in the present volume are in favour of the Spitzbergen route as opposed to that through Smith's Sound."—*Daily News.*

"The author of this interesting work, of which the first part only is yet before us, is a worthy representative of those enthusiastic scientists whose special knowledge serves them but as a stimulus to further research, and whose active intelligence in the promotion of geographical discovery proves itself well worthy of national enterprise. . . . His book is a comprehensive survey of the question, showing the difficulties and dangers, and the splendid gains to be won from such exploration, with equal force and candour; and we shall all gladly hail whatever intelligent and spirited rivalry Holland or any other nation may set up in a field whose honours are open to all, and worthy of all."—*Liverpool Weekly Albion*, 19th August 1876.

"Double interest attaches itself to the book. It is, first, a history of the ancient feats of the Dutchmen; and it is, next, a piece of powerful advocacy of a line of progress that English navigators have generally disregarded. . . . We can compliment Mr. Van Campen on the way in which he has accomplished his task, and express our hope that the spur he has applied to the sides of Hollanders will be sharp enough to prick them to the effort he advocates."—*Sunday Times.*

"We can recommend the new work of Mr. Van Campen to all those persons who take an interest in this subject."—*Morning Advertiser.*

Mr. Blanchard Jerrold, in the course of a long review in *Lloyd's Weekly London Newspaper*, says: "Mr. Van Campen is an ardent enthusiast on Arctic questions; his energy knows no bounds, his enterprise surmounts

all barriers. He would have Hollanders hold the proud place they once held as explorers and travellers. . . . Mr. Van Campen's most interesting volume pleads powerfully in favour of Dutch enterprise. It remains to be seen whether his arguments will have any effect on those whom he hopes to rouse. Putting that question aside, however, we may warmly recommend the book on all grounds. Its stirring interest is undoubted, —has not the North Pole an insurmountable fascination for us all?—and Mr. Van Campen's enthusiasm is infectious. He takes his readers with him into his eagerness and earnestness; and we may add, that he is lavish in his praise of the English people as explorers and travellers. No Englishman can read this wholesome, invigorating book without feeling a thrill of satisfaction at the vast work achieved in the broad domain of scientific progress by the nation of shopkeepers."

"An interesting record is here given of maritime adventure, and though the author, as is natural from his chosen standpoint, gives special prominence to the doings of Dutchmen, due credit is accorded to English mariners for their efforts in this direction."—*City Press.*

"An enthusiastic, and, on the whole, ably-written plea for a Dutch expedition of discovery, in friendly rivalry with Great Britain, not by the already occupied Smith's Sound route, but by the seas between Nova Zembla and Spitzbergen."—*The Graphic*, 5th August 1876.

"Holland has resources and spirit quite equal to follow up her former efforts, and to engage in a new expedition towards the Pole. The practicability of such an expedition, and the route which it should take, are very carefully discussed. . . . The English, we are certain, will cordially welcome a renewal of enterprise in this direction on the part of the Dutch, and we hope that the object of the present volume will be accomplished."—*Literary World.*

"Is exceedingly interesting."—*Publishers' Circular.*

"Mr. Van Campen's first volume is a summary of what has been done by other nations, a comparison of the various routes, and a general view of the results that may be anticipated from Polar discovery, to the advantage and promotion of many departments of science."—*Bookseller.*

"Will be read with much interest."—*Daily Telegraph.*

"Mr. Van Campen is a native of New York, who takes a deep and

romantic interest in the land of his ancestors, and he is, above all things, anxious that Holland should revive her maritime greatness by despatching an Arctic expedition of discovery. . . . We welcome Mr. Van Campen's volume as a serviceable review of what has recently been written on Arctic exploration."—*Geographical Magazine.*

"There can be no doubt of the exhaustive knowledge which Mr. Van Campen possesses of his subject."—*Public Opinion.*

"Mr. Van Campen's book comes at an auspicious time, and goes far to exhaust the subject, as it treats not only of the Dutch in the Arctic Seas, but of the attempts to reach the Pole from the beginning, and of all the discoveries made."—*Anglo-American Times.*

"The author shows the valuable and interesting results obtainable by well-organised and well-conducted expeditions for this purpose, and gives some interesting information on the point . . . and concludes with an excellent chronological table of Arctic voyages, north-east and north-west of Greenland, which will be found very useful."—*The Navy.*

Dr. A. Petermann, the editor of the *Mittheilungen*, says: "Mr. Van Campen's work on the Arctic Regions could not have been published at a more fitting time than the present, when the English expedition under Captain Nares has returned, and its results are before us. . . .

"All the modern research in the Arctic and Antarctic was exclusively done by the English, Americans, French, Danes, Norwegians, Swedes, Russians, Austrians, and Germans; the Dutch alone kept aloof, although they are first-rate geographers, have a flourishing Geographical Society, and fine surveys of their home and colonial possessions; and, moreover, were 300 years ago on the tip-top of Arctic, Oceanic, and other explorations. It is, therefore, quite a relief to find one Dutch gentleman, or at least a gentleman of Dutch descent, patriotic enough to stand up and say that also the Netherlands must do something in order not to be the only cultivated maritime nation in the world content with the 'rest and be thankful' manner. From what I know of the Dutch nation, I am fully convinced that Mr. Van Campen's appeal will not be made in vain."

Herr W. Von Freeden, editor of *Hansa*, says: "We experienced a peculiar sensation on the first glance at this appeal to the Dutch nation, reminding them of their ancient renown as the first explorers to the

north of Europe, and calling upon them to enter into the competition with the other nations now striving to lift the veil in which nature has enveloped the mysteries beyond the 80° of northern latitude up to the North Pole. . . . The book is written with enthusiasm, and displays great erudition. . . . The author forcibly reminds the Dutch people of the important discoveries made by their navigators more than three centuries ago, who brought back from the Arctic regions their indomitable spirit of enterprise, and thus contributed not a little to the proud position which the Netherlanders occupied even so late as the beginning of the eighteenth century among the seafaring and warlike nations of Europe. The enthusiasm with which the learned author ventilates his plan makes us regret that this work had not appeared two years earlier, before the departure of the expedition of Captain Nares, as we should have found an important ally in the author. . . .

"In recommending the well-got-up first volume of the work before us to our readers, we anticipate the appearance of the second with pleasure, as it will no doubt contain matter touching the revival of Holland's interest in the case. The paper and the printing cannot be surpassed." —*Hansa*, 29th October 1876.

"C'est une heureuse idée de faire revivre et de tirer de l'oubli les généreuses tentatives des marins hollandais dans la direction du Pôle Nord. Personne n'ignore la mémorable expédition de Barents à la Nouvelle-Zemble ; mais combien d'autres de ses compatriotes ont également bien su mériter de la science géographique ; c'est ce que M. S. R. Van Campen a voulu rappeler dans son livre. Le premier volume est consacré à un résumé général de l'histoire des expéditions au Pôle Nord, et il établit qu'à côté des trois projets anglais (Shérard Osborn), allemand (Aug. Petermann) et français (Gustave Lambert) il en existait depuis long temps un autre, *le projet hollandais*, qui avait pour direction les mers au nord de la Nouvelle-Zemble. . . . Il mériterait certainement une traduction française, et nous le recommendons à tous ceux que la grande question de la navigation au Pôle Nord interesse."—*M. Malte-Brun, Geographical Correspondence in "Le Nord,"* 9th October 1876.

M. Charles Grad, in a report rendered to the French Geographical Society, says: "Depuis le dernier voyage de Barents à Nouvelle-Zemble, les hollandais, après avoir pris une part active à l'explorations des régions polaires, ont abandonné complétement cette enterprise. M. Van Campen a voulu appeler l'attention de la Hollande sur la géographie arctique. . . . Il cherche à intéresser le gouvernement hollandais à la recherche du

pôle. Admirateur enthousiaste des anciens navigateurs de ce pays, le savant écrivain compare leurs audacieuses entreprises aux œuvres des Phéniciens, qui, dans leurs expéditions commerciales ont pénétré dans les contrées les plus lointaines en accomplissant des découvertes dont la relation est maintenant perdue. Seulement tandis que les anciens voyages dans le Nord, à la recherche d'une route plus courte pour les Indes, avaient un but mercantile, il faudrait que l'expédition nouvelle que la Hollande devrait envoyer au pôle s'inspirât de l'intérêt unique de la science, à l'exemple donné par la Suède et l'Allemagne, par l'Angleterre, les Etats-Unis et l'Autriche. Le sentiment qui anime M. Van Campen a tout notre sympathie et nous souhaitons certainement à son projet le meilleur succès possible.

. . . . . .

"Si la Hollande ne s'était pas préoccupée seulement de ses intérêts commerciaux elle n'aurait pas renoncé pendant des centaines d'années à l'exploration scientifique de la zone polaire. Sa marine est aujourd'hui aussi puissante que jamais, sa prospérité aussi est remarquable. Rien ne l'empêche donc de pendre sa part du mouvement de recherches qui ont le Pôle Nord pour objectif. Les arguments de M. Van Campen trouveront bien un écho et sauront persuader le gouvernement de La Haye et les hommes distingués qui tiennent la tête du mouvement scientifique dans ce pays. Quant à la voie à suivre, nous avons déjà indiqué la région au nord de Nouvelle-Zemble et des îles Spitzbergen."—*Bulletin de la Société de Géographie*, November 1876.

Het Vaderland (at the Hague) says: "Mr. Van Campen, who, with respect to English readers, sets forth so meritoriously the importance of Arctic research, has, above all, earned the thanks of the Dutch nation, whose past he has investigated with so much zeal, in order to awaken it to new emulation, and to persuade it to again put its hand to the plough."

Mr. A. J. Ten Brink, President of the Enkhuyzen Department of the Dutch Geographical Society, says: "It may be regarded as certain that the reading of a book in which a foreigner endeavours to stimulate our nation to new undertakings in the Arctic Zone was to me a most agreeable thing. . . . But had the author even proceeded upon an entirely opposite plan, I should indeed have been unable to speak but in terms of undivided praise of a labour in which the Arctic question is treated soundly and exhaustively. . . . As far as I am aware, the first volume only is yet published, which has for its more special object, after speak-

ing of all the scientific expeditions and plans, and most of the questions connected with them, to point out to our nation the way to the far North. . . . I wish the writer many readers in our country and elsewhere, and flatter myself especially with the hope that this volume will stimulate scientific men in Holland to take a deeper interest in Arctic affairs."—*Nederlandsche Spectator*, February 1877.

Dr. M. Cohen Stuart, in prefacing in his magazine an article from an accomplished hand epitomising this work, says: "Remarkable is the coincidence that at the same time Lieutenant Beynen, in an English ship" (on his first "Pandora" cruise), "was upholding the honour of our marine in the Polar regions, in London Mr. Samuel R. Van Campen, impelled by his ancestral love for Holland, came upon exactly the same idea, to the effect that, mindful of the example of the fathers, Holland's duty demanded that she should acquire anew an honourable place in that appropriate field of discovery and research. Pervaded with this conviction, he formed the resolution of writing a book upon the subject, under the title of 'The Dutch in the Arctic Seas,' of which the first volume, 'A Dutch Arctic Expedition and Route,' with an elegant map, appeared a few months ago in London and Amsterdam. . . . Coming into correspondence with Mr. Van Campen through my 'Zes Maanden,' . . . I became especially convinced of the innate concern and great zeal with which he undertook and has thus far accomplished his task. Along a theoretical way, and by diligent historical investigation, Mr. Van Campen arrived at almost entirely the same results as Lieutenant Beynen by means of practical knowledge and personal observation."—*De Zuaier* for May 1877.

On the Chronological Table of Arctic Voyages.

"A chronological table of Arctic voyages north-east and north-west of Greenland, from the earliest Norwegian discoveries to the recent departure of Captain Allen Young to communicate with the depôts of the 'Alert' and 'Discovery,' gives the reader an opportunity of familiarising himself with facts and dates. An illustrious roll of time-honoured names of all nationalities greeting the eye, and recalling many memories —Columbus, Cabot, Sir Hugh Willoughby, Sir Martin Frobisher, William Barents, Hudson, Baffin, Franklyn, Parry, Ross, and scores of others, the heroes of that elementary warfare wherein man has as yet been defeated and baffled."—*Morning Post*, 17*th* August 1876.

"Of the Appendix, indeed, which contains a 'Chronological Table of

Arctic Voyages,' it is not too much to say that, if only it be correct, as there is no reason to doubt, it is of itself a most useful and interesting record, containing in a small compass a brief but eloquent summary of geographical discovery and of memorable feats performed by hardy mariners."—*Illustrated London News.*

"The chronological table of voyages . . . is very valuable. The author looks to Holland again to take its share in this noble search."—*Publishers' Circular.*

"Most useful is the Appendix, which contains an almost perfect list of Arctic expeditions, arranged in chronological order, with brief indications of the results obtained, and the quality of the vessels employed."—*Jenaer Literaturzeitung.*

"A useful list of Arctic voyagers from the earliest times completes a volume with whose pleasant tone and patriotic earnestness the most utilitarian will own some sympathy."—*The Graphic.*

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